

Ship Yards Ordered on 3-Shift Basis

Commissioner Hurley Takes Steps to Speed Up Construction

Expects to Exceed 5-Million-Ton Plan
Labor Problem Is Rapidly Being Solved, He Declares

[Staff Correspondence]
WASHINGTON, Jan. 10.—Chairman Hurley of the Shipping Board, on his return to Washington to-day after an absence of a week, issued an order to immediately formulate plans for putting all shipyards on a three-shift basis. At the same time Mr. Hurley arranged with Secretary McAdoo for the appointment of a special transportation representative of the railroad administration to be assigned to cooperate with the Shipping Board in expediting the movement of ship materials to the yards.

Answering the assertion of Homer L. Ferguson, general manager of the Newport News Shipbuilding Company, before the Senate Commerce Committee, to the effect that American yards would turn out only 3,000,000 tons of shipping in 1918, the chairman of the Shipping Board stated that this estimate was far below the figures supplied by Lloyd, following an investigation of the progress of construction in American yards. Lloyd's estimates, according to Mr. Hurley, were a production of from 4,500,000 to 5,000,000 tons, including both steel and wood. These estimates, it was stated, moreover, were conservative, taking into consideration the speed-up plans now well under way.

Many New Ways Completed
In April, when the Shipping Board took charge of the emergency ship program, Mr. Hurley explained, there were only 148 shipways in this country. Now there are 716 ways, either completed or very nearly so. Of these 300 are for wooden vessels and 416 for those of steel.

Normally, and without any of the speed-up plans, each wooden yard would turn out two ships in the next twelve months, and the steel yards should produce three ships each. This would make a total of 1,248 ships within the year and a tonnage well over the 5,000,000 mark set by Lloyd.

Discussing the labor phase of the shipping problem, which has been pointed out as the chief stumbling block to realization of the 5,000,000-ton program, while admitting the size of the task of mobilizing the necessary ship labor, the chairman of the Shipping Board nevertheless expressed a most hopeful view of the situation.

Great Increase in Labor
According to figures compiled by the board on January 7, there were more than 172,000 men employed on steel and wooden construction at the end of December. The Department of Labor estimates about 82,000 additional men will be required in the yards during the next few months.

In pointing out the possibility of recruiting this force, the chairman of the Shipping Board stated that the working force in American ship yards was increased between October 13 and December 22 by 66,777 men. This was an increase of about 60 per cent, 50,076 being added to the rolls in steel yards and 9,701 men in the wooden yards.

This remarkable increase, according to the chairman of the Shipping Board, gave some basis for his hopeful view of the ship labor question.

\$100,000 Raised Here For Palestine Fund
Groundwork of Jewish Rule To Be Laid There in April, Is Prediction

The nucleus of the first Jewish government in Palestine will be in existence about Passover time, in April, according to the prediction yesterday of Meir Haikal, secretary of the pro-Zionist committee.

Mr. de Haas made this prediction in his address to the greater New York campaign committee of the Palestine Federation Fund. This committee has undertaken to raise in New York one-half of the \$1,000,000 asked from the country to send doctors and a commission to Palestine immediately to make a preliminary survey of what will be needed to restore the Holy Land. Mr. de Haas said \$100,000 of New York's share has already been subscribed, and that a call would be made soon for volunteers to canvass the city for the fund.

"The Jews," said Mr. de Haas, "have accepted the British offer for the restoration of the Jewish state. The Zionist organization throughout the world has accepted the offer. This responsibility is the greater because the recognition of the Jewish nationality is not a thing apart. It is part of the great policy that the world has worked out, in which the Jews are expected to play their role."

It is the policy which is acceptable to England, France, Italy and the United States. That, as far as this country is concerned, was clearly defined in President Wilson's message.

"We take the political position to-day that those against us are against the Allied forces. The anti-Zionist to-day is the anti-Zionist, whatever his position is."

State to Get \$2,000,000 From Surtax on Liquor
ALBANY, Jan. 10.—Herbert S. Sisson, State Commissioner of Excise, to-night warned liquor dealers to file the first quarterly report covering the business done by them. Only a small percentage have reported. The report provides for a surtax on the sale of intoxicants. It was due on January 3. Commissioner Sisson said to-night that the state will realize two million dollars from this tax.

Twelve cities have applied to the state department for petition blanks calling for local option elections. Among the twelve, the only local option election this year was in Lisle, Ill. The women voted in New York state. It was dry. The women will vote at the local option elections now planned.

Whitman Asks Straus To Retain His Place

Chairman of Public Service Commission Has Not Yet Accepted Reappointment

Governor Whitman last night at the St. Regis announced that he had decided to reappoint Oscar Straus chairman of the Public Service Commission. Mr. Straus's term expires January 31.

"I have for a long time intended to offer Mr. Straus a reappointment," said Governor Whitman. "Mr. Straus is aware of the fact. I do not know that he will accept the proffer."

The Governor's cabinet yesterday included Public Service Commissioner Kracke, R. W. R. Brown, Justice Finch, of the Supreme Court, and Brigadier General Hobbs, of the new State Guard. The Governor is present quarters in the Harbor Development Commission, the New York members of which are William R. Wilcox, Eugene H. Outerbridge and Arthur Curtis James, Governor Edge of New Jersey and the New Jersey members of the commission will take part in the conference. The preliminary report on the proposed development of harbor facilities will be discussed.

The question of securing new quarters for the Public Service Commission in some city-owned building after May 1, when the commission will have to move out of the present quarters in the Equitable Building, is in the hands of Commissioner F. J. H. Kracke. The Commissioner conferred with Controller Craig yesterday and suggested that the New York Life Annex Building, on Lafayette Street, might be made available.

The commission's proposal is to move the city employees now quartered in the building into the Municipal Building, and make the Annex exclusively a Public Service building. The Annex is one of the pieces of property purchased by the city for the new County Courthouse site. The License Department and the Bureau of Public Employment now occupy the structure. It was suggested that these departments have much more room than they require in the Annex Building, and could be properly housed in the available space in the Municipal Building.

Free Speech Approved For Harvard Faculty

CAMBRIDGE, Mass., Jan. 10.—All faculty members, in the opinion of President A. Lawrence Lowell of Harvard University, should have the fullest freedom of speech, even during the period of the war. In his report to the overseers, made public to-night, he says:

"In spite of the risk of injury to the institution, the objections to restraint upon what professors may say as citizens seem to me far greater than the harm done by leaving them free. In the first place, to impose upon the teacher in a university restrictions to which the members of other professions, lawyers, physicians, engineers and so forth, are not subjected would produce a sense of irritation and humiliation."

"In accepting a chair under such conditions a man would surrender a part of his liberty, and every privilege implies responsibility. Professors should speak in public soberly and seriously, not for notoriety or self-advertisement, under a deep sense of responsibility for the good name of the institution and the dignity of their profession. They should take care that they are understood to speak personally, not officially."

The war has caused a falling off in registration at Harvard of 1972 pupils for this academic year, as compared with the figures of last year, according to the report. This means, President Lowell points out, a decrease in income of between three and four hundred thousand dollars.

During the year the university received in gifts \$2,271,900, exclusive of the income from the Gordon McKay fund.

Mrs. Briggs Released

Mrs. Elizabeth Briggs, who was allowed to leave accepted from James H. Foye \$24,000, which was part of the sum he obtained by forging stock certificates, was released from jail yesterday by Justice Donnelly, before whom she was arraigned in the Supreme Court on a writ of habeas corpus. Justice Donnelly held that Mrs. Briggs did not receive the "identical property" stolen, but only "the proceeds from it."

Therefore, he decided, she was not guilty under the law as a receiver of stolen goods, as the statute applied only to the actual plunder of a thief. Mrs. Briggs has been in the Tombs since last June, when Foye accused her as a receiver of stolen goods following his release from a Pennsylvania prison, where he had been sent for stealing \$100,000 from Chaudler Brothers, his employers, with the aid of the forged certificates.

N. Y. State Farm Census To Be Taken by February

ALBANY, Jan. 10.—The 1918 agricultural census of New York State will be taken between now and February 1, plans have been put into effect by the New York State Food Commission, in cooperation with the New York State Department of Education and the New York State Farm Bureaus.

A complete survey of the agricultural resources of the state will be made, including a special survey of labor requirements, seed shortages or surplus, fertilizer requirements and the livestock situation. The work is to be in charge of Professor Howard E. Babcock, director of the bureau of conservation of the New York State Food Commission.

Quicksilver Output for 1917 Is Valued at \$3,857,000

WASHINGTON, Jan. 10.—Heavy increase in quicksilver production, largely used in manufacture of war munitions, was announced to-day by the Geological Survey, which places the 1917 domestic output for the United States at 36,351 flasks of seventy-five pounds each. Its value is estimated at \$3,857,000.

Since 1883 it had so much increased. Production was 6,419 flasks greater than in 1916.

Stock Dividends To Be Included in Taxable Income

WASHINGTON, Jan. 10.—Stock dividends will be included in taxable income, the Internal Revenue Bureau announced to-day, despite the Supreme Court's decision that dividends are not taxable under the 1913 income tax law.

"The act of September 8, 1916," said a bureau announcement, "contains an express provision taxing stock dividends received out of earnings accrued since March 1, 1913. In the absence of a decision as to the legal effect of these express provisions contained in the later act, the Bureau of Internal Revenue naturally will continue to be governed by the express provisions of the latter act in reference to stock dividends."

Tells Senate Steel Trust Has Blocked Government

President of Texas Concern Asserts Plans Whereby America Would Get Ship Plates Cheap Were Upset by Corporation

[The Associated Press]
WASHINGTON, Jan. 10.—Charges that "steel trust" officials blocked a plan by which the government was to get steel for ship plates at one-third less than it is paying were made before the Senate committee investigating shipbuilding to-day by L. P. Featherstone, president of the Texas Steel Company, of Beaumont, Tex.

Featherstone proposed to sell to the government one lands in Texas and coal properties in Alabama and erect a steel plant at Beaumont to make steel ship plates at about \$45 a ton, as against \$65 other steel companies are charging the government. His plan, said, was referred by the Shipping Board to the Council of National Defense and thence to a sub-committee on which were Charles Schwab and other officials of large steel companies.

"They turned me down on the excuse that the government was not prepared to go into business for itself," said Featherstone. "I might not have expected anything different from the crowd of dollar-a-year men who were beneficiaries of high prices."

"There has not been an independent concern in the United States large enough to permit the government to be free from the men who control the steel output," Mr. Featherstone said, "since President Roosevelt surrendered to them."

Mr. Featherstone said, "We began to talk over the Tennessee Coal and Iron Company."

He told the committee he believed it expedient for the government to take over the steel industry for the period of the war.

"The steel companies have been trying for seven or eight years to get this property away from us, but have not succeeded," he continued. "We began investing in the property about nine years ago, and there is now a little less than \$3,000,000 invested, most of which has been in for seven or eight years."

Lind on New Labor Board

WASHINGTON, Jan. 10.—John Lind, former Governor of Minnesota, will be one of the new advisory commission to assist Secretary Wilson in mobilizing labor for war service. It is understood Mr. Lind will represent the public on the commission.

The new Holmes Car arriving at the showroom, 52 Vanderbilt Avenue, on Tuesday January 8, at the end of the drive from the factory at Canton, Ohio. At the wheel is Arthur Holmes, Chief Engineer and President of the Holmes Automobile Company, who drove the car from Canton. The route was from Canton to Pittsburgh; then over the

heavy grades and hair-pin turns of the Allegheny Mountain roads to Hagerstown, Maryland; thence to Baltimore, Philadelphia and New York. In spite of heavy snow drifts and ice covered roads, the run of 594 miles consumed only 46 gallons of gasoline—showing the remarkable mileage of 13 miles to the gallon.

How Arthur Holmes Proves Out a Car

The New Holmes Air-Cooled

From Canton, Ohio, to New York over steep mountain grades, through snow drifts and roads of snow and ice

IT'S all right to tie ribbons on a car in an automobile show, brilliant with glistening paint and shining accessories. They all look good on dress parade. The question is, what will the car do in a grueling test of service—in the most difficult road conditions, through blizzard, in a 50-mile wind with top up and the chains on?

What the motor car owners and dealers are asking today is "What about the engine?"

"What about the endurance of a car?" "It's economy?" "It's dependability?" "Where are the bugs in it?" Engineers, motor-wise technical men, automobile dealers, and alert car owners, who have seen the Holmes Car at its Show-room, 52 Vanderbilt Avenue, the past week, have been convinced that the Holmes Car is the last word in a perfected air-cooled automobile.

They did not meet Arthur Holmes, Chief Engineer and President of the Holmes Automobile Company at the opening of the show.

He was on his way from the factory at Canton, driving a new Holmes Touring Car, which arrived in front of the show-rooms Tuesday noon.

This is a record of his trip. The engine was put into the chassis on Friday, January 4th, and the trip began on Saturday. The engine had never been run on the block prior to being installed. It was so stiff that no man in the plant could turn it over. It required the electric starter and a man at the crank to start it.

The comparatively level road between Canton and Pittsburgh gave the only opportunity to break the engine in before tackling the heavy mountain grades east of Pittsburgh.

In spite of the severe conditions, the engine gave no trouble whatever.

Owing to the grades, and the poor traction, because of snow and ice, it was necessary to make long climbs in first and second gear. The engine was frequently running idle while the occupants of the car cleared away snow with shovels, yet there was no heating.

The only adjustments made were those on the carburetor, made necessary by atmospheric conditions, an adjustment of a valve push rod, and one on the clutch.

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Forbes New Head Of Navy League

Former Philippine Governor General Succeeds Colonel Thompson

Cameron Forbes, of Massachusetts, former Governor General of the Philippines, was elected president of the Navy League at the league's directors' meeting at the Biltmore Hotel yesterday. Mr. Forbes succeeds Colonel Robert M. Thompson, who, on account of ill health, declined reelection after fifteen years' active service as an officer and as president of the league.

Henry H. Ward, of Connecticut, was re-elected a vice-president. E. A. Ben-Edick and Gary and allowed them to take over the Tennessee Coal and Iron Company."

The new board of directors, which has been reduced from fifty-seven to forty members, includes fifteen active members of the former board and new members from twenty-one states. The directors made plans yesterday for stimulating public interest and understanding of the merchant ship problem both for war and peace, including the building, manning and operation of ships and a revision of the shipping laws.

While all the wartime activities of the league will be continued, it was stated, they will not be allowed to obscure the main duty of the league in connection with the country's broad naval problem.

Men serving in France are paid in

American Army's Pay for December Is \$78,580,800

This Does Not Include Family or Disability Allowances

WASHINGTON, Jan. 10.—The total pay of the United States Army in December was approximately \$78,580,800, the Committee on Public Information announced to-day in the second of the series of statements on the pay of the army and navy and the operation of the War Risk Insurance Bureau. This is at the rate of nearly \$1,000,000 a year.

The total does not include family allowances or compensation for disability of soldiers provided for in the insurance act and paid through the War Risk Bureau.

"The intricate task of paying the officers and men of the army, made more difficult by the wide expansion of the last six months, is being satisfactorily accomplished," said the committee's statement.

"To prevent failure to meet the monthly compensation of every man in the service, no matter where he may be located, liberal sums are furnished the various disbursing quartermasters in order promptly to meet the army payrolls, with their extraordinary demands for funds."

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Negro Boys' Pennies Help Y. W. C. A. Fund

Three Cents and a Check for \$50,000 Received on the Fourth Day

Three shiny pennies and a check for \$50,000 were the chief features of yesterday, the fourth day of the Young Women's Christian Association's campaign to raise \$1,750,000 for war activities. The pennies were dropped in by three little negro boys at the Y. W. C. A. booth in Wanamaker's as their part toward homeless houses and better housing for girls working in munitions plants. The \$50,000 was the gift of Mrs. Willard D. Straight.

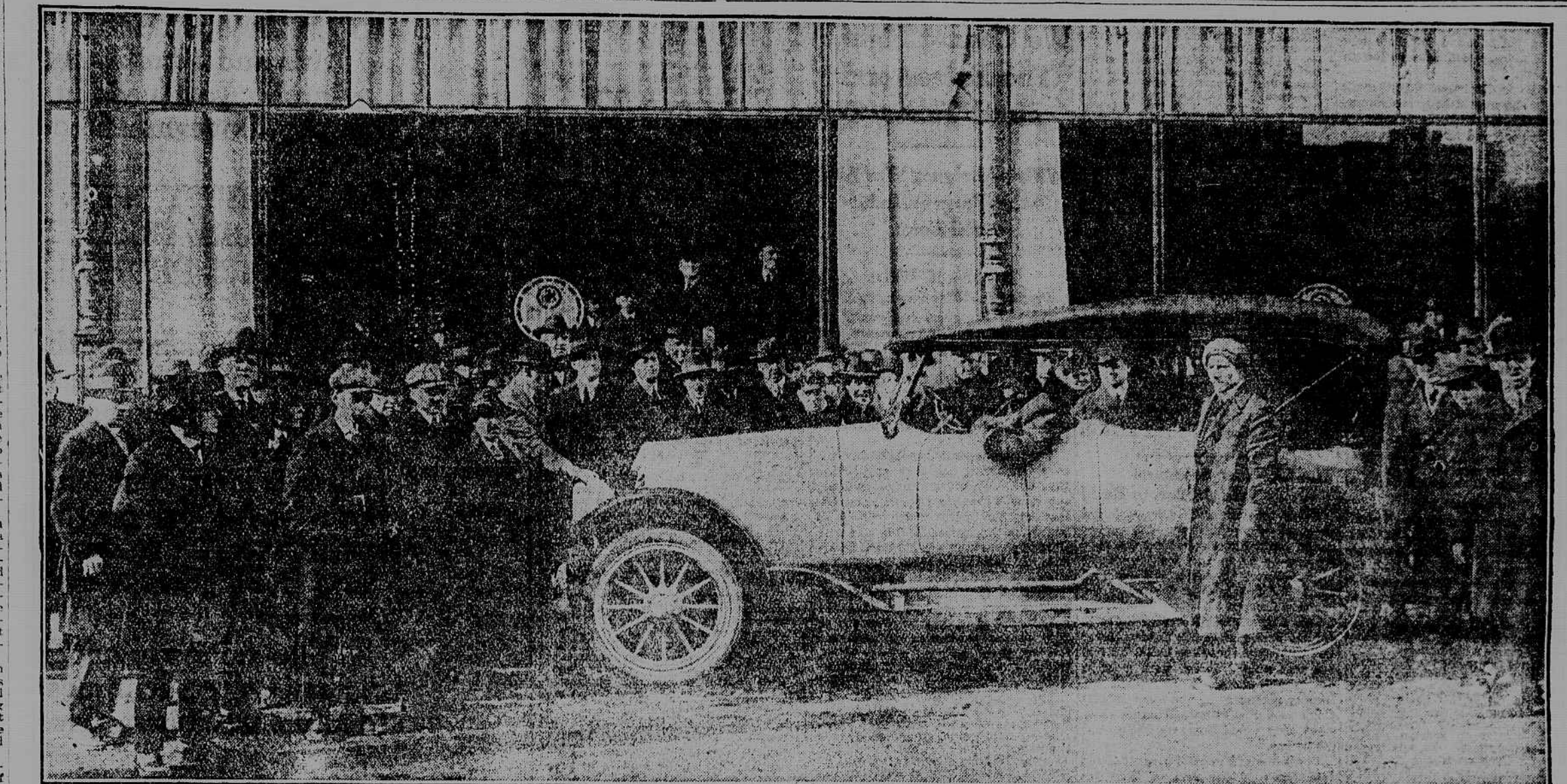
"Both are given for the same purpose and in the same spirit," said Mrs. Herbert D. Pratt in making the announcement. "And both are appreciated by us in the same degree."

The J. P. Morgan Company followed Mrs. Straight's contribution with \$25,000. Mrs. Morton Plant gave \$15,000; Mrs. Charles B. Alexander, \$2,500; Mrs. William H. Moore, \$5,000; Mrs. Henry Soliman, \$1,000; Mrs. William Bayard Cutting, \$1,000; Mrs. Simon Guggenheim, \$1,000; Mrs. Richard J. Thompson, \$1,000, and Gilbert Coates, \$1,000.

The fund did not quite reach the million mark yesterday, making a grand total of \$928,368.42. Mrs. F. Louis Slade, chairman of the War Service Bureau of the New York City Woman Suffrage party, and Miss Helen Davis, of the Young Women's Christian Association, will address the daily noon meeting at campaign headquarters, Fifty-fourth Street and Fifth Avenue, to-day. On Sunday a campaign meeting will be held at the Colony Club.

Rope Makers Pledge Honest Labels

WASHINGTON, Jan. 10.—Rope manufacturers representing 75 per cent of the total production in the United States have signed an agreement with the Federal Trade Commission whereby they will abandon use of labels which the commission believed misleading as to the composition of the ropes.



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The only adjustments made were those on the carburetor, made necessary by atmospheric conditions, an adjustment of a valve push rod, and one on the clutch.

Several times at the top of long steep grades, requiring

the use of first and second gears, the switch was thrown to see if the engine would kick over, but it was so cool that there was absolutely no chance of ignition from overheating. This was a striking vindication of the soundness of design of the air-cooling system as developed in the Holmes Car. Leaving Canton the tank contained 15 gallons of gasoline.

STATE OF NEW YORK
COUNTY OF NEW YORK
CITY OF NEW YORK

January 9th, 1918.

I, the undersigned, E. E. Smith, City of Canton, State of Ohio, depose and say,

I am in no way connected directly or indirectly with The Holmes Automobile Company of the City of Canton, State of Ohio. I was invited to ride in The Holmes Car leaving Canton, Ohio, at 7 A. M., January 5th, arriving at Grand Central Station, New York City, at 1 P. M., January 8th, 1918. I kept an accurate accounting of the entire tour as indicated herewith as follows:

January 5th, 1918
Left Canton, Ohio at 7 A. M. with 15 gallons of gasoline in the tank and 7 quarts of oil in the engine. Made eleven adjustments, causing delays of from fifteen to twenty-five minutes each. Arrived at Uniontown, Pa. at 10 P. M. Took on 13 gallons of gasoline in tank.
Distance covered from Canton, 195 miles.

January 6th, 1918
Left Uniontown, Pa. at 10 A. M. Stopped Sunday for dinner at Frostburg, Md. Arrived at Hagerstown, Md. at 5 P. M. Took on 18 gallons of gasoline in tank and 3 quarts of oil added to engine. One valve adjusting screw broke, taking one-half hour to repair.
Distance covered from Canton, 345 miles.

January 7th, 1918
Clutch adjusted at Hagerstown, Md. Left Hagerstown, Md. at 7 A. M. Arrived at Trenton, N. J. at 10 P. M. Took on 18 gallons of gasoline in tank. No adjustment of any nature was made on this run.
Distance covered from Canton, 536 miles.

January 8th, 1918
Left Trenton, N. J. at 7 A. M. arriving at Newark, N. J. at 9:30 A. M. Left Newark 11:45 A. M. arriving at Holmes Show Room, No. 52 Vanderbilt Avenue, opposite Grand Central Terminal, New York City, at 1 P. M. 3 gallons of gasoline remaining in the tank, and 3 quarts of oil in the engine.
Distance covered from Canton, 594 miles.

(Signed) E. E. SMITH
Sworn to before me this 9th day of January, 1918. E. Dillman,
Notary Public, Kings County, N. Y.
Certificate filed No. 162, N. Y. County, N. Y.

13 gallons were put in at Uniontown, 10 gallons at Hagerstown, 10 gallons at Trenton; 3 gallons remained in the tank after the arrival in New York.

This makes a total consumption of 46 gallons for the distance driven of 594 miles, an average of about 13 miles to the gallon. When the conditions under which the trip was made are

considered, this is remarkable. Up the long grades over the ice, with slipping wheels, in spite of the chains, in low or intermediate gear, with the top up in high winds, the gasoline consumption was approximately 30 per cent greater than it would be under normal driving conditions.

When stops were made to shovel snow, and for other causes, the engine was frequently left running idle.

Between Pittsburgh and Uniontown and between Baltimore and Philadelphia, the party lost its way, got into roads that were worse than the regular roads, and made frequent stops to inquire the way, with the engine idling and consuming gasoline. The test demonstrates beyond any question that under ordinary conditions an average mileage of 16 miles and better may be expected.

In spite of a brand new motor, little more than one gallon of oil was used for the 594 miles. The first 104 miles, from Canton to Pittsburgh, are over comparatively level roads of hard clay.

From Pittsburgh to Uniontown, and from Uniontown to Hagerstown, the way is through the mountains, with long and steep grades. For instance, there is a climb near Uniontown 7 miles long with a 10 per cent grade.

In the mountains there was heavy snow, with big drifts. It was very cold, with the wind blowing almost a gale.

From Baltimore to New York, for the greater part of the way the roads were practically a sheet of ice.

The heavy grades and hair-pin turns encountered in the trip gave an excellent opportunity to test out the control, handling and power of the Holmes Car.

To show how severe the conditions were, at least 20 wrecked cars and trucks were seen on the road between Hagerstown and Philadelphia. They had slipped off the icy roads into the ditches.

As indicating the light weight—balance and flexibility of the car, it may be mentioned that tire chains put on at Canton were not taken off during the trip; yet, when the car reached New York the chains showed practically no wear at all. This is eloquent testimony to the easy riding qualities of the car, and an indication of the wonderful tire economy which its design was intended to insure.

This test, the most severe to which a new engine and car could be put, leaves no room for doubt, that both the engine and chassis design are practically and scientifically correct, and that no weakness exists in any part of the car.

THE HOLMES AUTOMOBILE COMPANY, CANTON, OHIO

The Holmes Cars Can Be Seen This Week at 52 Vanderbilt Ave., Corner 45th St., Next Door to the Yale Club